

MILITARY SPECIFICATION  
SLINGS, CARGO. NET, NYLON WEBBING

This specification is approved for use by all Departments and Agencies of the Department of Defense.

1. SCOPE

1.1 Scope. This specification covers flexible, lightweight with low storage cube nylon webbing, net, cargo slings.

1.2 Classification. Slings shall be of the following types, classes, and sizes, as specified (see 6.2):

TYPES :

Type I - Heavy duty, load capacity 4500 pounds.  
Type II - Medium duty, load capacity 3500 pounds.  
Type III - Light duty, load capacity 2500 pounds.

a. Hard

CLASSES :

Class A - Anti-static treated (see 3.2.2.2).  
Class B - Standard impregnation (see 3.2.2.3).

SIZES :

Size 1 - 10 feet by 10 feet (types I and II) (see figure 3).  
Size 2 - 11 feet 8 inches by 11 feet 8 inches (type III) (see figure 6).  
Size 3 - 12 feet by 12 feet (types I and II) (see figure 4).  
Size 4 - 14 feet by 14 feet (types I and II) (see figure 5).  
Size 5 - 14 feet 2 inches by 14 feet 2 inches (type III) (see figure 7).

2. APPLICABLE DOCUMENTS

2.1 Issues of documents. The following documents of the issue in effect on date of invitation for bids or request for proposal, form a part of the specification to the extent specified herein.

SPECIFICATIONS

FEDERAL

V-T-295 - Thread, Nylon.  
DDD-L-20 - Label, for Clothing, Equipage and Tentage, General Use.  
PPP-B-576 - Box, Wood, Cleated, Veneer, Paper Overlaid.  
PPP-B-591 - Boxes, Shipping Fiberboard, Wood-Cleated.  
PPP-B-601 - Boxes, Wood, Cleated-Plywood.  
PPP-B-640 - Boxes, Fiberboard, Corrugated, Triple-Wall.

MILITARY

MIL-P-116 - Preservation-Packaging, Methods of.  
MIL-L-10547 Liners, Case, and Sheet, Overwrap; Water-Vaporproof  
or Waterproof, Flexible.  
MIL-W-23223 - Webbing, Nylon, Slotted.

STANDARDS

FEDERAL

FED-STD-751 - Stitches, Seams, and Stitching.

Beneficial comments (recommendations, additions, deletions) and any Pertinent data which may be of use in improving this document should be addressed to: Commander, Naval Ship Engineering Center, SEC 6124, Department of the Navy, Washington, DC 20362 by using the self-addressed Standardization Document Improvement Proposal (DD Form 1426) appearing at the end of this document or by letter.

MILITARY

MIL-STD-105 - Sampling Procedures and Tables For Inspection by Attributes.  
MIL-STD-129 - Marking for Shipment and Storage.  
MIL-STD-271 - Nondestructive Testing Requirements for Metals.

PUBLICATIONS

MILITARY

NAVSEA 0900-LP-003-9000 - Radiographic Standard for Production and Repair of Welds.

(Copies of specifications, standards, drawings, and publications required by contractors in connection with specific procurement functions should be obtained from the procuring activity or as directed by the contracting officer.)

2.2 Other publications. The following documents form a part of this specification to the extent specified herein. Unless otherwise indicated, the issue in effect on date of invitation for bids or request for proposal shall apply.

AMERICAN IRON AND STEEL INSTITUTE (AISI)  
Steel Products Manual.

(Application for copies should be addressed to the American Iron and Steel Institute, 1000 16th Street NW, Washington, DC 20036.)

AMERICAN SOCIETY FOR TESTING AND MATERIALS (ASTM)  
A153 - Zinc Coating (Hot-Dip) on Iron and Steel Hardware, Spec. For.

(Application for copies should be addressed to the American Society for Testing and Materials, 1916 Race Street, Philadelphia, PA 19103.)

UNIFORM CLASSIFICATION COMMITTEE  
Uniform Freight Classification Ratings Rules and Regulations.

(Application for copies should be addressed to the Uniform Classification Committee Agent, G.F. Earl, Tariff Publications Officer, Room 1106, 222 South Riverside Plaza, Chicago, Illinois 60606.)

NATIONAL CLASSIFICATION BOARD  
National Motor Freight Classification Classes and Rules.

(Application for copies should be addressed to the ATA Tariff section, 1616 P Street, NW, Washington, DC 20036.)

(Technical society and technical association specifications and standards are generally available for reference from libraries. They are also distributed among technical groups and using Federal agencies.)

3\* REQUIREMENTS

3.1 First article sample. prior to beginning production, a sample shall be examined and tested as specified in 4.3 (see 6.3). The first article sample is defined as a production unit which will be identical to the units which the manufacturer will subsequently produce in fulfillment of the contract. The first article sample shall be destroyed upon successful completion of the required examination and tests.

3.1.1 Production units. Production units shall be fabricated in quantities specified in the contract or order shall be in accordance with the examination and tests specified in 4.3.

3.2 Material.

3.2.1 Hoist links. Hoist links shall be made from steel bars, AISI No. 1020 1022, 1023, 1025, 1030, or equal, normalized. Following compliance with the test specified in 4.6.2 links shall be galvanized by the hot-dip method.

3.2.1.1 Steel hoist links. Ends of the bar which form the steel hoist link shall be forged or welded together. The joint shall be in the straight section of the link. The finished link shall be smooth to prevent abrasion of the friction pads.

3.2.1.1.1 Welded links. welded links, regardless of the type of weld joint, shall require radiographic inspection in accordance with procedural requirements of MIL-STD-271. Welds shall meet the class 3 requirements of NAVSEA 0900-LP-003-9000.

3.2.1.1.2 Forged links. Forged links manufactured without a joint (one continuous piece), are excluded from radiographic inspection.

3.2.1.2 Dimensions of links. Links shall conform to the dimensions shown on figure 2. Industrial standard tolerances apply.

3.2.1.3 Galvanization of links. Hoisting links shall be galvanized in accordance with ASTM A153, Class B-1.

3.2.2 Webbing Webbing shall be nylon and of the slotted type conforming to MIL-W-23223 and table I. The webbing used in the slings shall be free of splices.

TABLE I. Webbing used in slings.

| Sling |       |         | Spacing of slots | Webbing, MIL-W-23223 |       |
|-------|-------|---------|------------------|----------------------|-------|
| Type  | Class | Size    | Inches $\pm$ 1/8 | Type                 | Class |
| I     | A     | 1, 3, 4 | 8                | I                    | A     |
| I     | B     | 3       | 8                | I                    | B     |
| II    | A     | 1, 3, 4 | 8                | IV                   | A     |
| II    | B     |         | 8                | IV                   | B     |
| III   | A     | 2, 5    | 10               | VII                  | A     |

3.2.2.1 Color. The color of the webbing (excluding marker threads, web insertions, and anti-static treated webbing) shall be olive drab. Color of the web insertions shall be as shown on figure 1 for the corresponding net type. Web insertions on class A nets shall not be treated with rubber latex.

3.2.2.2 Class A webbing. Class A webbing shall be anti-static treated with conductive robber latex in accordance with requirements of MIL-W-23223 and shall result in charcoal color so that it is readily identified. This deposit shall increase the weight of the webbing by 7 to 14 percent. Web insert for class A nets shall not be treated.

3.2.2.3 Class B webbing. Class B webbing shall be fire retardent webbing impregnated with neoprene latex (see 6.2.) The treatment shall consist of impregnating the webbing with polychloroprene compound containing suitable acid acceptors and flame-proofing compounds in accordance with MIL-W-23223.

3.2.3 Thread. The thread shall be type I or type II, number size 4 or 6, or letter size FF conforming to V-T-295.

3.2.3.1 Color of thread. Thread may be either white or olive drab.

3.2.4 Manufacturer's identification. A label in accordance with DDD-L-20, type II, class 9, shall be attached by sewing it to the frame webbing in each net corner. The label shall show the new manufacturer's name, month and year of manufacture, National stock number, capacity and size of the net. Lettering on the label shall be at least 1/4 inch high.

3.3 Construction. Types I and II slings shall be constructed as shown on figures 3, 4, and 5, as applicable. Type III slings shall be constructed as shown on figures 6 and 7, as applicable.

3.3.1 Meshes. Meshes shall be formed by passing the webbing alternately through webbing slot-roping an enclosing square pattern. The size of the meshes shall be established by the spacing of the slots; meshes shall be oriented at right angle to the frame. Insertions into a webbing shall be made by other webbings at spacings of 16 or 20 inches to form a square mesh pattern.

3.3.2 Frame. The frame of types I and II slings shall consist of four lengths of slotted webbings called frame webbings. Joining of the frame webbings shall be accomplished in two steps as shown on figures 3, 4, and 5. The frame of type III slings shall be of one piece as shown on figures 6 and 7.

3.3.3 Stitching. Stitches shall conform to stitch type 301 of FED-STD-751 and shall

be made continuous. When machine stitching is not a continuous thread, it shall be back-stitched at the ends to prevent raveling, except when ends are held down by other stitchings. Thread tension shall be properly maintained and there shall be no loose stitches.

#### 3.3.3.1 Stitching pattern.

3.3.3.1.1 Number size 4. When number size 4 nylon thread is utilized, mesh intersections shall be as specified in detail B, figures 3, 4, and 5, and shall be stitched in an "x" pattern with two closed ends which shall be parallel to exposed edges of webbing. There shall be 6 to 7 stitches to the inch.

3.3.3.1.2 Number size 6. When number size 6 nylon thread is utilized, mesh intersections shall be as specified in detail B, figures 3, 4, and 5, and shall be stitched in an "x" pattern with two closed ends which shall be parallel to exposed edges of the webbing. There shall be 4 to 5 stitches to the inch.

3.3.3.1.3 Letter size FF. When letter size FF nylon thread is utilized, mesh intersections shall be stitched in an "X" pattern with all ends closed and with two additional rows of stitching parallel to exposed edges of the webbing. There shall be 5 to 8 stitches to the inch.

3.3.3.1.4 Frame webbing and superimposed mesh webbings shall be stitched along both edges of the webbings. Stitching at steel link corners shall go beyond the last web and as close to the steel link as practical without use of any special attachments.

3.3.4 Friction pads. Friction pads shall be used at each corner of type I and II slings to protect the frame webbing from abrasion by the hoist links. The pads shall be of the same type webbing used in the sling and shall be attached as shown on figures 3, 4, and 5. For type III slings, see note 4 on figures 6 and 7.

3.3.5 Size of slings. Each size of sling, (see 1.2) , shall be measured from center of the frame webbing. Dimensions may vary slightly due to minor tolerances of webbing slot spacings.

3.4 Workmanship. The workmanship of the completed slings shall be consistent with the rigging practice. The sling shall be free from any defects which may affect the serviceability. All cut-ends of webbing shall be heat-sealed.

### 4. QUALITY ASSURANCE PROVISIONS

4.1 Responsibility for inspection. Unless otherwise specified in the contract, the contractor is responsible for the performance of all inspection requirements as specified herein. Except as otherwise specified in the contract, the contractor may use his own or any other facilities suitable for the performance of the inspection requirements specified herein, unless disapproved by the Government. The Government reserves the right to perform any of the inspections set forth in the specification where such inspections are deemed necessary to assure supplies and services conform to prescribed requirements.

4.2 Classification of inspection. The inspection requirements specified herein are classified as follows:

- (a) First article inspection (see 4.3).
- (b) Quality conformance inspection (see 4.4).

4.3 First article inspection. First article inspection shall consist of the examination of 4.5 and tests specified in 4.6.

#### 4.4 Quality conformance inspection.

##### 4.4.1 Sampling for quality conformance inspection.

4.4.1.1 Lot. Slings of the same type, class, and size presented for delivery at one time shall be considered a lot.

4.4.1.2 Sampling for examination of slings. A random sample of slings shall be selected from each lot in accordance with MIL-STD-105 at inspection level II. The acceptable quality level shall be 1.0 percent defective for major defects and 4.0 percent defective for minor defects.

4.4.1.3 Sampling of links for proof test. Sample links shall be selected in accordance with table II from the total quality of links required for the slings in each lot, prior to galvanization and assembly with webbing for the test of 4.6.2. If any sample link fails in this test, this shall be cause for rejection of all links.

TABLE II. sling of links for proof test.

| Number of links | Sample size |
|-----------------|-------------|
| 4 to 16         | 2           |
| 20 to 40        | 3           |
| 44 to 68        | 5           |
| 72 to 112       | 7           |
| 116 to 300      | 10          |
| 304 to 500      | 15          |
| 504 to 800      | 25          |
| 804 to 1,300    | 35          |
| 1,304 to 3,200  | 50          |
| 3,204 to 8,000  | 75          |

4.5 Examination of slings. Each of the sample slings, selected in accordance with 4.4.1.2, shall be examined defects classified as shown in table III to determine compliance with the requirements of this specification which do not require tests.

TABLE III. Classification of defects.

| Categories | Defects   |
|------------|---|
| Critical:  | None defined.   |
| Major:     |   |
| 101        | Slings not complete; parts missing.   |
| 102        | Component parts not new; evidence of reclaimed, used, or salvaged components.   |
| 103        | Evidence of use of unauthorized materials or repairs.   |
| 104        | Slings not size specified.  |
| 105        | Hoist links not galvanized.   |
| 106        | Link surface not smooth; not free of blisters, seams, laps, cracks, or pit holes.   |
| 107        | Link configuration and dimensions nonconforming to figure 2.  |
| 108        | Webbing not of type specified, and are not free of splices.   |
| 109        | Integral slots of webbing not woven with length and spacing as specified.   |
| 110        | Webbing not impregnated with type rubber latex compound required.   |
| 111        | Flame-proof treatment of webbing nonconforming.   |
| 112        | Evidence of use of dyes, detergents, chemicals, or finishing agents which cause deterioration of webbing in normal storage. |
| 113        | Thread not of nylon cord specified.   |
| 114        | Mesh configuration and dimensions nonconforming.  |
| 115        | Frame configuration and composition nonconforming.  |
| 116        | Stitches not continuous; not properly maintained thread tension; evidence of loose stitches.                                |
| 117        | Stitching pattern nonconforming: frame webbing and superimposed mesh webbings not stitched as specified.                    |
| 118        | Friction pads not same type of webbing, not located or attached as specified.   |
| Minor:     |   |
| 201        | Size identification web insertions not of assigned color; not inserted into body as specified.                              |
| 202        | Color of webbing nonconforming.   |

#### 4.6 Tests.

4.6.1 Spacing of slots. Measurement of slot spacings shall be made on eight webbing samples. The exact centers of two consecutive slots on each sample shall be marked on the selvage, and the distance between marks measured with a metal tape graduated in 1/16 inch (see table I).

4.6.2 Link roof test. Each sample link selected in accordance with 4.4.1.3, shall be in accordance with and comply to all dimensions of figure 2. Mach marks shown in figure 2 1 s "M" shall be made and dimension between them measured and recorded. The link shall then be subjected to a proof test of 2225 pounds. At the conclusion of the test, the link shall be examined for deformation. Any dimensional change from the recorded dimension shall be cause for rejection of the lot. The tested link shall be magnetic particle or liquid penetrant inspected in accordance with MIL-STD-271 and shall meet the class 3 acceptance standard of NAVSEA 0900-LP-003-9000.

4.7 Inspection of preparation for delivery. Sample packages and packs and the inspection of the packaging and packing or shipment and storage shall be in accordance with the requirements of section 5 and the documents specified therein.

## 5. PREPARATION FOR DELIVERY

5.1 Packaging. Packaging shall be level A, level C or commercial, as specified (see 6.2).

5.1.1 Level A. Slings shall be individually packaged method IC in accordance with MIL-P-116, and as follows:

- (a) Each sling shall be rolled or folded in such a manner that the hoist links are placed in the inside of the sling. The sling shall be secured with twine or cord ties to accomplish a compact bundle.
- (b) Each bundle sling shall be packaged in a snug fitting:
  - (1) Wrap of waterproof barrier material with all folds, seams, and closures sealed with waterproof adhesive or heat sealed, or
  - (2) Waterproof bag and heat sealing of the bag closure.

Where applicable pressure sensitive reinforced tape shall be used to effect a sewre, snug fitting wrap or bag.

5.1.2 Level C. Packaging shall afford protection against deterioration and physical damage during shipment from the supply source to the first receiving activity for immediate use. The contractor's normal retail or wholesale methods may be utilized when such meets the requirements of this level.

5.1.3 Commercial. The procuring activity specifying commercial packaging shall provide the packaging requirements in the contract or order (see 6.2).

5.2 Packing. The degree of packing shall be level A, level B, level C or commercial, as specified (see 6.2).

5.2.1 Level A. Slings, packaged as specified in 5.1, shall be packed in containers conforming to any of the following specifications at the option of the contractor:

| <u>Specification</u> | <u>Classification</u> |
|----------------------|-----------------------|
| PPP-B-576            | Class 2               |
| PPP-B-591            | Class II              |
| PPP-B-601            | Overseas type         |
| PPP-B-640            | Class 2               |

When specified (see 6.2), wood-type shipping containers shall have MIL-L-10547 caseliner and shall be closed and sealed in accordance with the appendix of the caseliner specification. Caseliners for fiberboard boxes PPP-B-640, may be omitted provided all center and edge seams and manufacturer's joint are sealed and waterproofed with pressure sensitive tape in accordance with the applicable fiberboard box specification. Shipping containers shall be closed, strapped, or banded in accordance with the applicable box specification or appendix thereto, except that fiberboard boxes shall be reinforced with nonmetallic or tape bonding. The gross weight of shipping containers shall not exceed the weight limitations of the applicable box specification. Boxes exceeding a gross weight of 200 pounds shall be modified with wood skids.

5.2.1.1 Army only PPP-B-591 and PPP-B-640 fiberboard containers are prohibited as exterior containers under **level A**. When used fiberboard containers shall be overpacked in other external wood containers specified.

5.2.2 Level B. Slings, packaged as specified in 5.1, shall be packed in containers conforming to any one of the following specifications at the option of the contractor:

| <u>Specification</u> | <u>Classification</u> |
|----------------------|-----------------------|
| PPP-B-576            | Class 1               |
| PPP-B-591            | Class I               |
| PPP-B-601            | Domestic type         |
| PPP-B-640            | Class 2               |

Shipping containers shall be closed, strapped, or banded in accordance with the applicable container specification or appendix thereto. The gross weight of shipping containers shall not exceed the weight limitations of the applicable box specification. Boxes exceeding a gross weight of 200 pounds shall be modified with wood skids.

5.2.2.1 Army only. Shipping containers conforming to PPP-B-591, Class I and PPP-B-640, Class 2 shall be weather resistant for Army procurements.

5.2.3 Level C. Slings, packaged as specified in 5.1, shall be packed in a manner to insure carrier acceptance and safe delivery at destination at the lowest applicable rate. Containers, packing, or method of shipment shall comply with Uniform Freight or National Motor Freight Classification Rules or regulations or other carrier rules as applicable to the mode of transportation.

5.2.4 Commercial. The procuring activity specifying commercial packing shall provide the packing requirements in the contract or order (see 6.2).

5.3 Marking. In addition to any special marking required (see 6.2), interior packages and exterior shipping containers shall be marked for shipment in accordance with MIL-STD-129. In addition, item identification marking shall include the sling load capacity (see 1.2).

## 6. NOTES

6.1 Intended use. Slings covered by this specification are intended primarily for loading and discharging cargo. The slings may also be used as flexible staging, save-all nets, lashdown slings, safety, man overboard, and abandon ship nets.

6.2 Ordering data. Procurement documents should specify the following:

- (a) Title, number, and date of this specification.
- (b) Type, class, and size required (see 1.2).
- (c) Requirement for flameproof treatment of webbing (see 3.2.2.3).
- (d) Level of packaging and packing required (see 5.1 and 5.2).
- (e) When Caseliners are required (see 5.2.1).
- (f) Special marking required (see 5.3).
- (g) Commercial requirements for packaging and packing (see 5.1.3 and 5.2.4).

6.3 First article inspection. Invitations for bids should provide that the Government reserves thought to waive the requirement for samples for first article inspection as to those bidders offering a product which has been previously procured or tested by the Government, and that bidders offering such products, who wish to rely on such production or test, must furnish evidence with the bid that prior Government approval is presently appropriate for the pending procurement.

6.4 Changes from previous issue. The symbol "#" is not used in this revision to identify changes with respect to the previous issue, due to the extensiveness of the changes.

### Custodians:

Army - ME  
Navy - SH  
Air Force - 99

### Review activities:

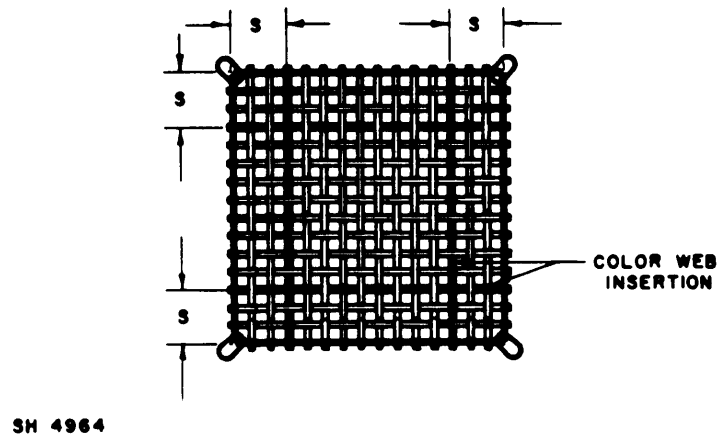
Army - MT  
Navy - OS

### User activities:

Army - SM

### Preparing activity:

Navy - SH  
(Project 3940-0152)



| Type of sling | Color of web insertion | S (Inches) |    |    |    |    |
|---------------|------------------------|------------|----|----|----|----|
|               |                        | Sling size |    |    |    |    |
|               |                        | 1          | 2  | 3  | 4  | 5  |
| I             | Orange                 | 32         | -  | 32 | 40 | -  |
| II            | Yellow                 | 32         | -  | 32 | 40 | -  |
| III           | White                  | -          | 30 | -  | -  | 40 |

FIGURE 1. Color web insertions in nylon slings.



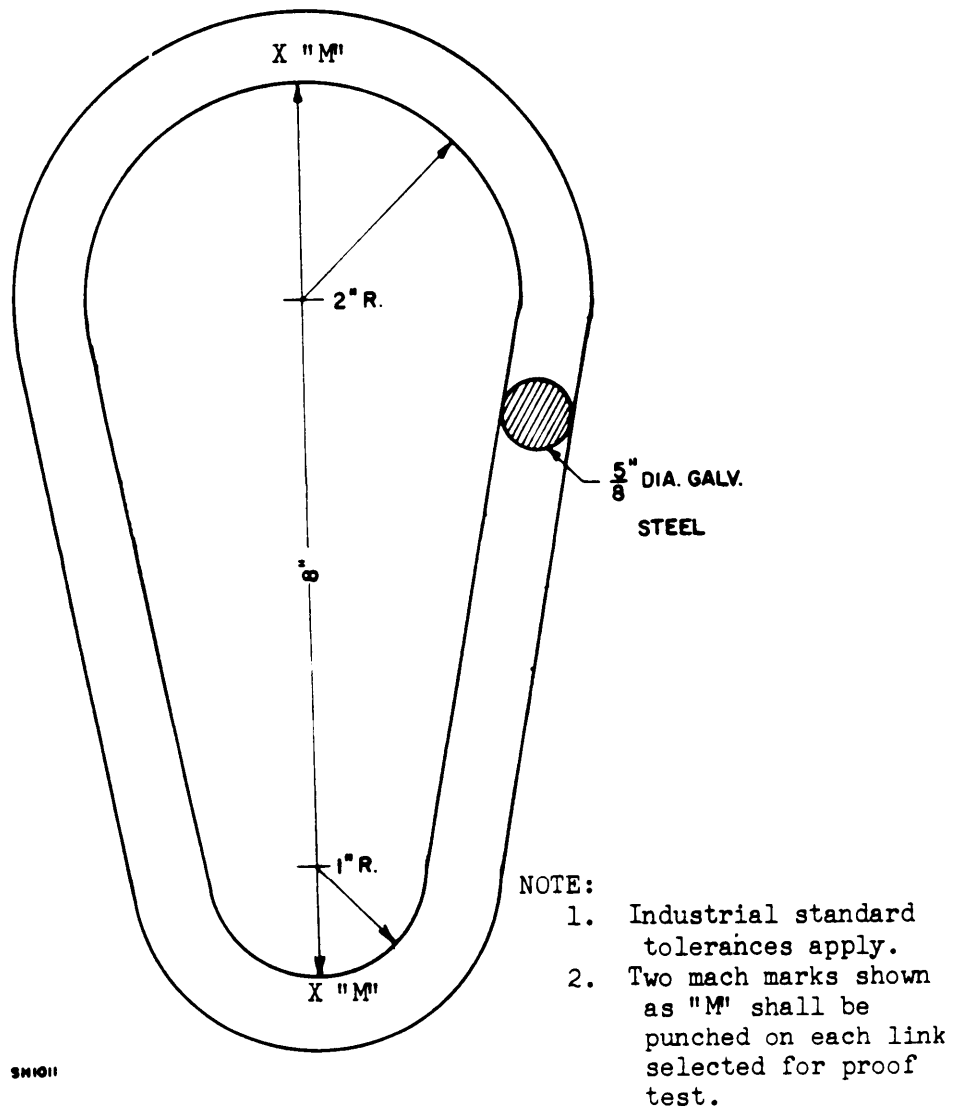
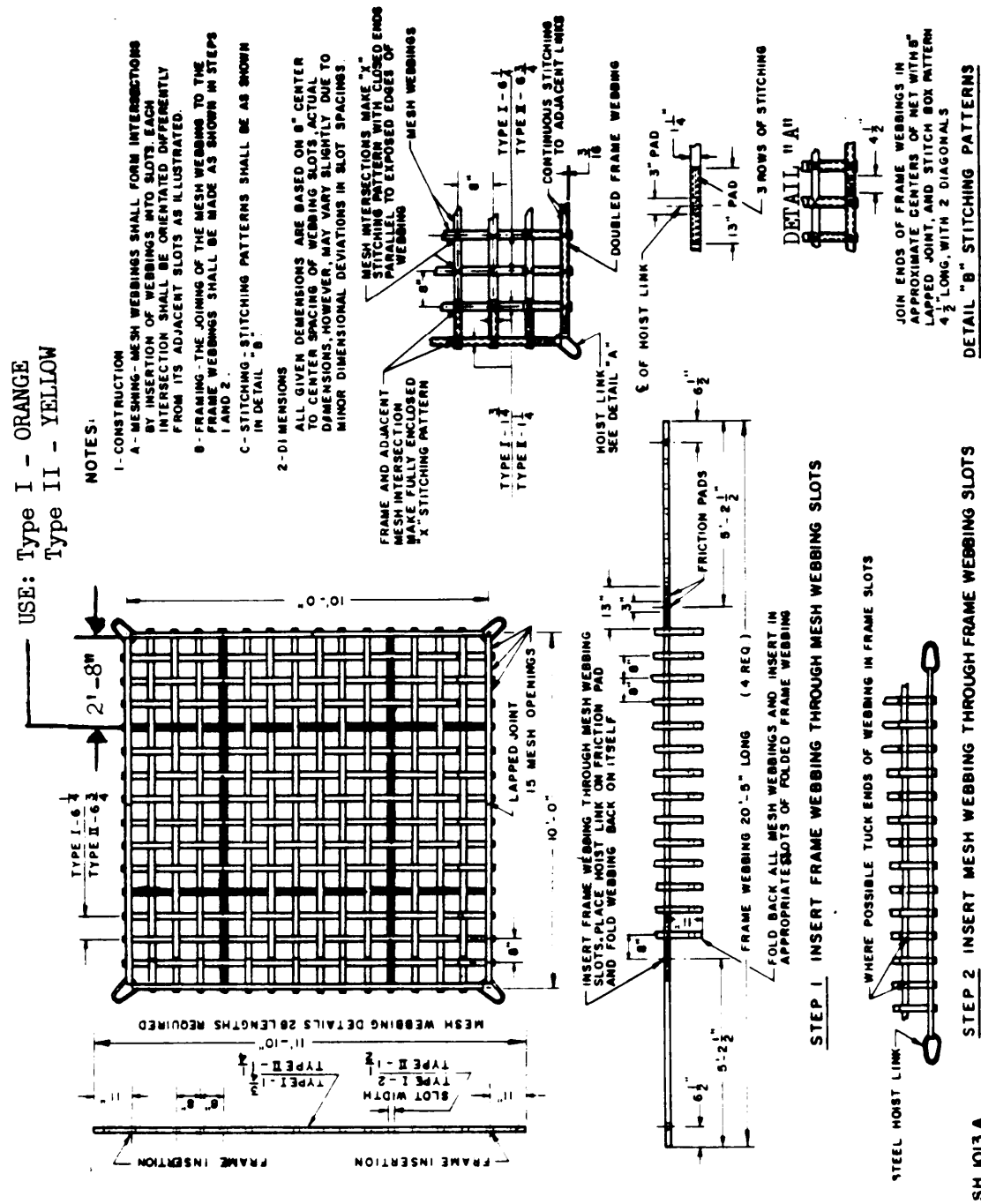
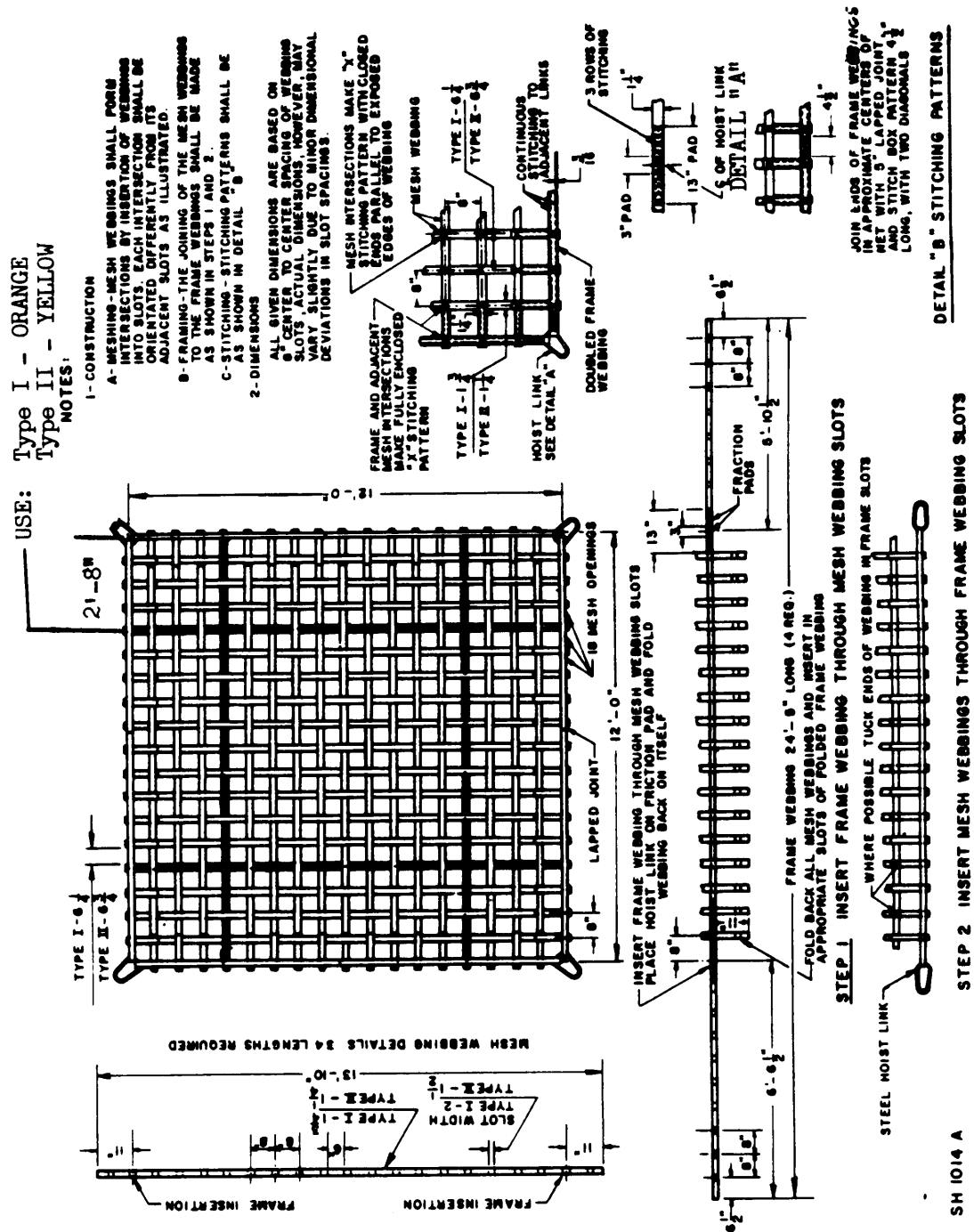


FIGURE 2. Detail of hoist link for nylon webbing sling.



**FIGURE 3. Size 1, Nylon webbing sling 10 feet by 10 feet.**



**FIGURE 4. Size 3, Nylon webbing sling 12 feet by 12 feet.**

USE:  
Type I - ORANGE  
Type II - YELLOW

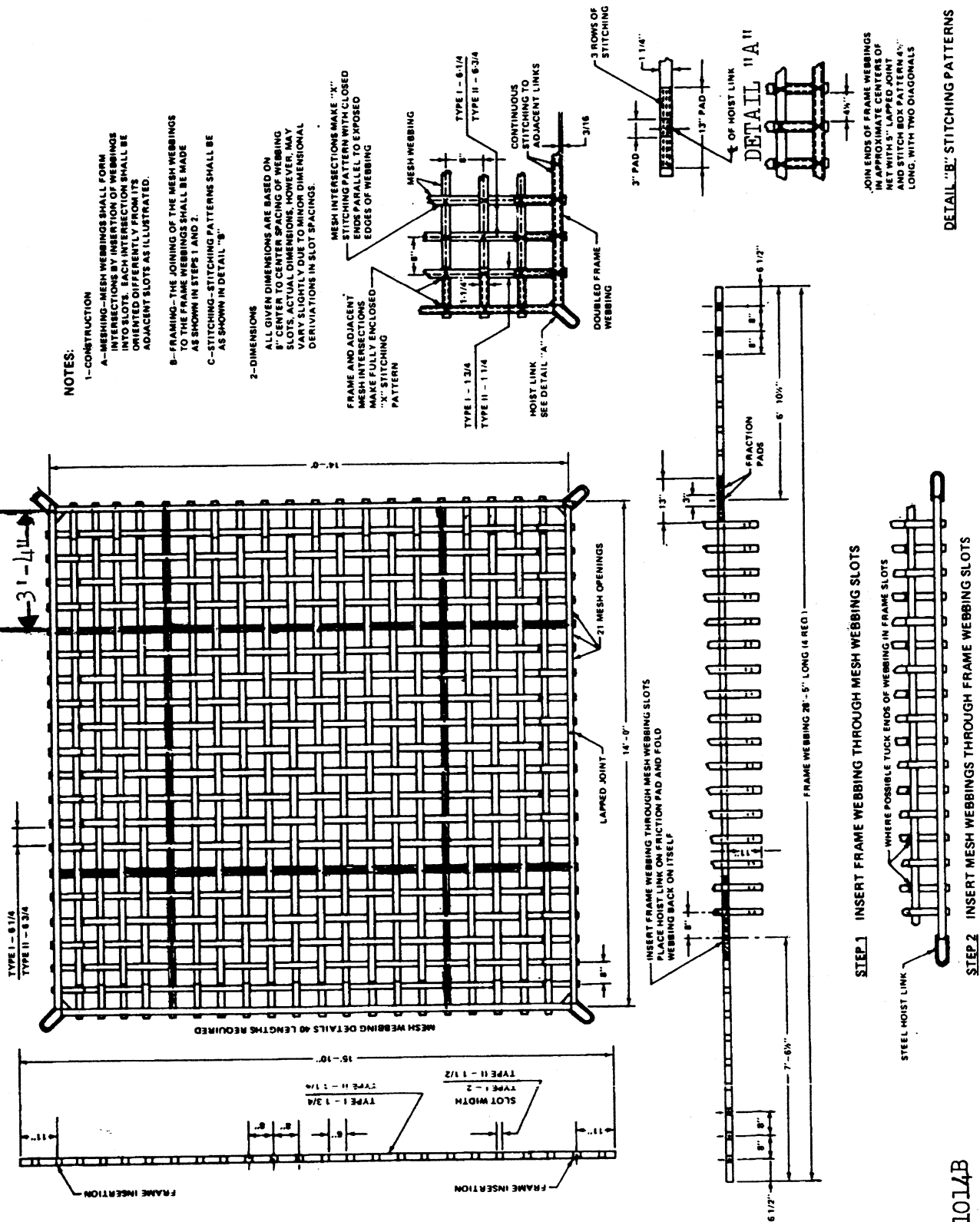
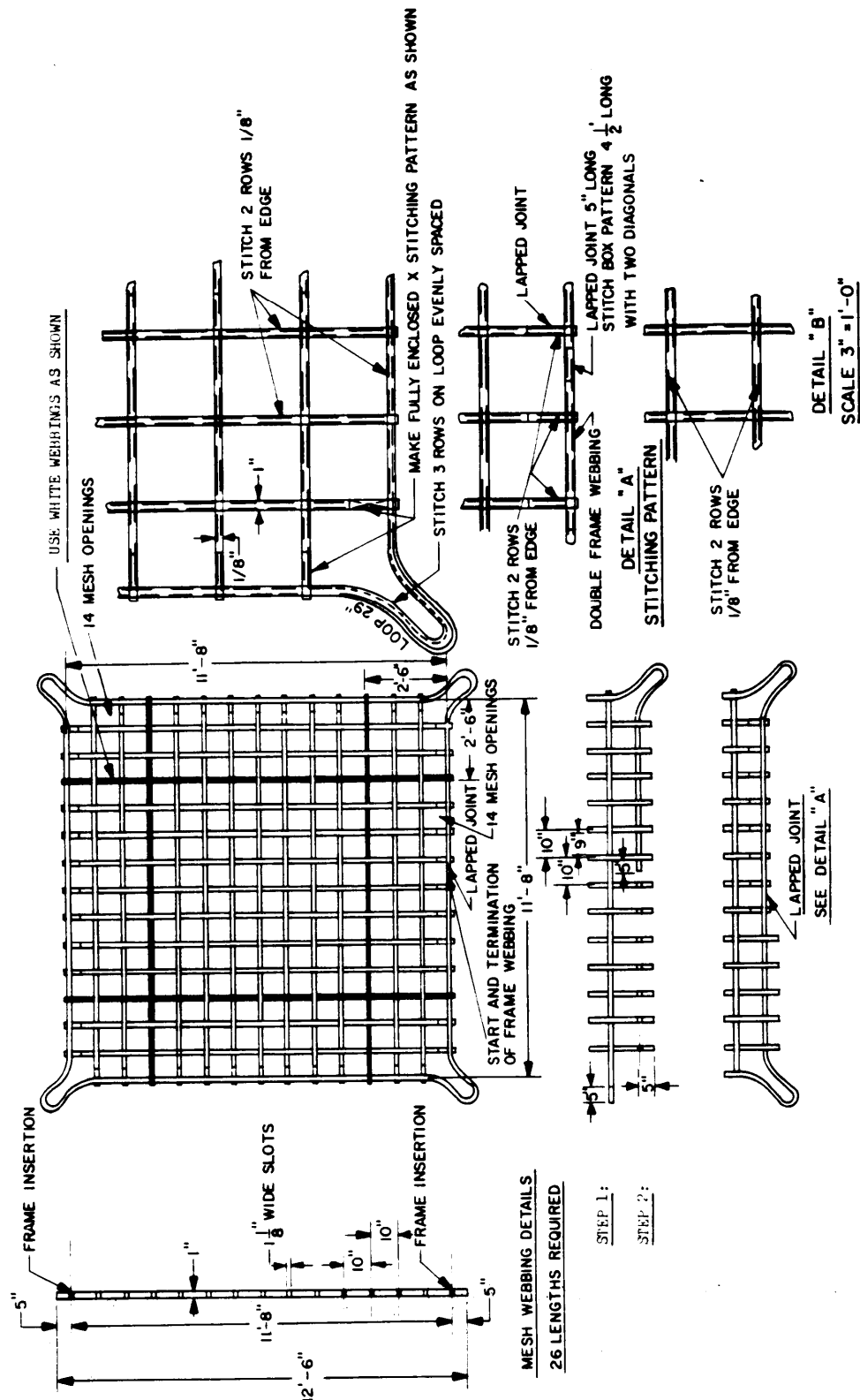


FIGURE 5. Size 4, Nylon webbing sling 14 feet by 14 feet.



**FIGURE 6. Size 2, Nylon webbing cargo sling, 11 feet 8 inches by 11 feet 8 inches.**

Notes to figure 6:

1 - CONSTRUCTION

A - Meshing - Mesh webbings shall form intersections by insertion of webbings into slots. Each intersection shall be orientated differently from its adjacent slots as illustrated.

B - Framing - The joining of the mesh webbing to the frame webbings shall be made as shown in steps 1 and 2. Frame webbing shall be one piece, approximately 105 feet long.

2 - DIMENSIONS

All given dimensions are based on 10 inches center to center spacing of webbing slots; actual dimensions, however, may vary slightly due to minor dimensional deviations in slot spacings.

3 - WEBBING

Slotted nylon webbing 1 inch wide, 3500 pounds minimum breaking strength. Slots shall be 1-1/8 inches long and spaced 10 inches in center.

4 - REINFORCING LOOP

Between two webbings of each corner loop, insert a strip of webbing approximately 29 inches long, so that each loop will have three layers of webbing.

5 - STITCHING

Stitch all mesh intersections with 2 rows of stitching 1/8 inch from edges.

STEPS :

- 1 - Start at midpoint of net. Insert frame webbing extending continuously around 4 sides of net, through mesh webbing slots. Mesh and frame slots must lay directly over each other. Allow 29 inches of webbing at each corner for loop.
- 2 - At the same midpoint, after all mesh webbing slots have been inserted, lay the frame webbing on top the first layer. Match up the slots and again allow 29 inches for the corner loop. Insert mesh webbing ends into the frame webbing slots.

FIGURE 6. Size 2, Nylon webbing cargo sling, 11 feet 8 inches by 11 feet 8 inches. - (Continued)



**FIGURE 7. Size 5, Nylon webbing cargo sling, 14 feet 2 inches by 14 feet 2 inches.**

Notes to figure 7:

1 - CONSTRUCTION

A - Meshing - Mesh webbings shall form intersections by insertion of webbings into slots. Each intersection shall be orientated differently from its adjacent slots as illustrated.

B - Framing -. The joining of the mesh webbing to the frame webbings shall be made as shown in steps 1 and 2. Frame webbing shall be one piece, approximately 123 feet long.

2 - DIMENSIONS

All given dimensions are based on 10 inches center to center spacing of webbing slots; actual dimensions, however, may vary slightly due to minor dimensional deviations in slot spacings.

3 - WEBBING

Slotted nylon webbing 1 inch wide, 3500 pounds minimum breaking strength. Slots shall be 1-1/8 inches long and spaced 10 inches in center.

4 - REINFORCING LOOP

Between two webbings of each corner loop, insert a strip of webbing approximately 29 inches long, so that each loop will have three layers of webbing.

5 - STITCHING

Stitch all mesh intersections with 2 rows of stitching 1/8 inch from edges.

STEPS :

- 1 - Start at midpoint of net. Insert frame webbing extending continuously around 4 sides of net, through mesh webbing slots. Mesh and frame slots must lay directly over each other. Allow 29 inches of webbing at each corner for loop.
- 2 - At the same midpoint, after all mesh webbing slots have been inserted, lay the frame webbing on top the first layer. Match up the slots and again allow 29 inches for the corner loop. Insert mesh webbing ends into the frame webbing slots.

FIGURE 7. Size 5, Nylon webbing cargo sling, 14 feet 2 inches by 14 feet 2 inches. - (Continued)

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